



# *Auspuffanlage*



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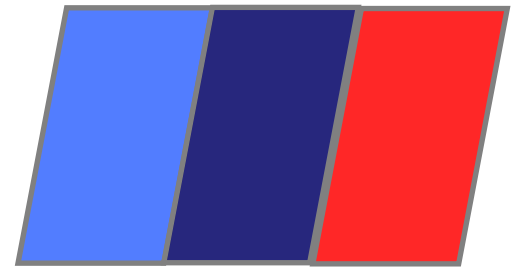
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# President's Corner



Well, it's a new year and there's some new guy in the President's chair. Don't expect radical change from me ... but some change is usually good. If I have a fault it is that I am sometimes over-organized. I beg your indulgence as I study ways to bring old members back and new members forward. As for priorities, I have a few: Increase enjoyment for Club members at membership meetings through entertaining social interaction, delegate the planning of excellent social driving activities to people smarter than I, foster a grand partnership with our local BMW dealer, intermingle with other local automotive clubs and their members, and bring our members to the track for a much-anticipated annual driver's education event. That'll get us started, I think.

"Who is this guy?" you ask. My name is Tom Sparks. I am a retired Marine officer and burdened with the ideals burned into me by the Corps. I guess you could say I prefer not to do things in a mediocre manner. Yes, that's me in a nut shell. I have heard it said that much can be known about a person by his cars. Well, let's see. I have owned three previous BMWs and currently own two, a 1988 Dinan 750iL, and a 2013 328Xi. However, BMW is not my only love; I have a soft spot for a Porsche 944, an MGB, and a delectable red prancing horse. I imagine it would be safe to say I simply enjoy vehicles with character. However, BMW is my home.

With this small introduction, allow me to proceed to my soap box. I realize the Club is composed of many minds, all with a vision of what an Ultimate Driving Machine is. Lately, however, I have been annoyed at the willingness of some Roundel authors to embrace EV (Electric Vehicle) technology as a burgeoning replacement for ICE (Internal Combustion Engine) technology. They even hint at the "inevitability" of the demise of the Internal Combustion Engine. I am sure these columnists don't see themselves as destroyers of the Club or the

BMW marque, but as visionaries. However, I think they miss a very important point about the Club. Most all of our members are people fascinated by the symphony of parts that work in unison to make a BMW engine, the heart of the car. For our members, the sound of the engine, its carefully crafted exhaust note, and the running of the gears causing the note to crescendo, are pivotal to BMW appeal. It is true, modern innovations to the BMW Internal Combustion Engine have pushed it into a realm beyond the complete comprehension of most of its owners, but the piston-rod-crankshaft-cam-valve machine is the mechanical marvel that connects us to our heritage like no sophisticated electric motor can. The "Machine" in the Ultimate Driving experience is the premier element that makes the Ultimate Driving experience "nirvana." The farther we depart from the mechanical machine the looser our connection with the roots of BMW and the closer we are to the BMW as simply expensive transportation. I don't doubt EVs will have a place in BMW's future, and in the future of transportation in general, but I trust that the mechanical geniuses responsible for BMW's Internal Combustion Engine, and the internal combustion masterpiece itself, will always hold the warmest place in our Club's heart.

Have another view? Please drop me a note at [President@iebmv.org](mailto:President@iebmv.org)!

- Tom Sparks  
IEBMWCCA President



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## UPDATE ON OUR NEW RELATIONSHIP WITH CAMP BMW:

We've turned the corner on a new relationship with Camp BMW. We've begun a mutually beneficial connection with our own local BMW store! Camp has kindly invited us to hold our Membership Meetings on their sales floor. Some of the Camp BMW's staff have joined the Club themselves! During our most recent meeting at Camp BMW we were treated with a tour of the facilities, a private viewing of most of BMW's new models, and a demonstration of how the new BMW lightweight bicycle mounts vertically to the X5 roof mount with only one hand. Look for many more activities at Camp BMW, including a summer event specifically designed to showcase our Club.



# A Boy and his ZHP, The Story of Jeff Bushman's E46 330i ZHP, Car of the Quarter

In September of 2008, I had just completed my second driving school and second season of autocross using my 2003 BMW 530i. While the 530i is an excellent car, it was just too big and the automatic transmission was not up to the workload of track days and autocross. So I went to see my mechanic, David Harrison, of Harrison Motorsports, for some car-angst therapy. I loved the 530i. My wife loved the 530i. But I wanted something more trackable, still comfortable but not expensive to maintain. We talked about options and suggestions for a triple-duty car: daily driver, autocrosser and track rat. He recommended either a BMW E36 M3 or E46 330i ZHP



For those readers who might be unfamiliar with the term ZHP it is the ordering code for the Performance Package offered on 2003.5 to 2006 BMW 330i coupes, convertibles and sedans. The performance package adds both cosmetic and real performance upgrades. The engine output is boosted by 10 horsepower and 8 lb-ft of torque and the redline is increased to 6800 RPM. The differential has a final drive ratio of 3.07, compared to 2.93 for the stock manual transmission. The transmission includes a short-shift kit and special shift knob. The suspension is the same as the sport package suspension, but the front lower control arms have a solid bushings. Exterior enhancements include the M-Tech II bumper covers front and rear, a rear-deck lid spoiler, and the iconic 18-inch style-135M 10-spoke wheels (which are a real pain to clean). Interior upgrades include an alcantara steering wheel, alcantara headliner and aluminum cube trim.

I purchased this car in December of 2008 with 62,000 miles on the odometer. The car is silver-gray metallic with a gray interior and black aluminum cube trim. Besides the Performance Package, the car included leather seats, Bi-Xenon headlights, and the Harmon-Kardon sound system. The previous owner had just installed the Bavarian Soundwerks (BSW) stage 1 speaker upgrade and added an auxiliary input jack before I bought it. Because it was an E46 with over 60,000 miles, the cooling system was completely overhauled and a Stewart high-pressure water pump installed. The transmission, differential and brake fluids were flushed. The fuel filter was replaced and the normal Inspection II items were completed. Harrison Motorsports also removed the clutch delay valve (CDV) which helped my shifting technique after driving an automatic for over 10 years.

Besides being my daily driver, I have driven the car in many autocross and track events. I have driven the car on four different tracks: Road Atlanta, Barber Motorsports Park, Roebing Road near Savannah, Georgia, and Spokane County Raceway Park. The car has been to two BMW CCA Oktoberfests, once in Atlanta and once in Birmingham. My daughter and I have run and won our class in two TSD rallies in this car. While in Georgia, I frequently drove some great roads in North Georgia, including Blood Mountain, Wolf Pen Gap, and Woody's Gap. I drove the Cherohala Skyway in North Carolina, but never made it to the Tail of the Dragon.



My greatest adventure with the car was a solo cross country trip from Atlanta, Georgia to Portland, Oregon and back. Over the course of four weeks and 8,000+ miles, I drove some spectacular roads, saw some incredible vistas, and visited many friends and family members. Some of the great roads and drives include: the Black Hills and Spearfish Canyon in South Dakota; the Beartooth Highway from Red Lodge, Montana to Yellowstone National Park; the highway and forest service roads from Baker City, Oregon to Lewiston, Idaho along Hells Canyon; US highway 12 from Lewiston, Idaho to Lolo, Montana; US highway 93 over Lost Trail Pass and then along the Salmon River into Arco, Idaho; the Colorado National Monument near Grand Junction, Colorado; and the road to the top of Pikes Peak, Colorado.

Over the years, I have slowly upgraded a number of items on the car. I switched over to Akebono ceramic pads, clear turn signals and side markers, stainless steel brake lines, and a set of 17x9 D-force wheels which I have run with various 255-40/R17 tires. I do think the car looks really good with the big 255 wheels all the way around. I also added SPG camber plates and installed a set of Schroth clip-in 4-point harnesses. While driving at Barber Motorsports park, I found I was getting fuel starvation coming out of the long right-hand corners on that track, so I had the fuel baffle used in E46 M3s put into my tank.



By the spring of 2011, my car had over 100,000 miles on it, and it was time to replace the shocks and struts. I debated between coil-overs or just sport springs. I found someone selling a set of lightly used Bilstein Sport shocks/struts and H&R sport springs, I had them installed along with a set of RD sway bars front and rear. These have made a huge difference in the handling of the car. The car is much more neutral and balanced in high-speed cornering. I did sacrifice some ride quality as a daily driver however. My wife didn't like the ride with the sport suspension before, now she really doesn't like the ride (she still regularly reminds me how much she liked the 5-series).

The car now has 141,000 miles on it, and is showing its age a little bit. It is still a joy to drive, and I can't wait to explore the many roads and attractions of the Inland Empire in it over the next few years.



## No need to drop & roll at the 2013 Banquet

This year's banquet held Feb 9 at Luigi's Restaurant in Spokane was punctuated by a ten minute fire alarm serenade. Members attending were ready to run from our cozy seats nestled in the sideward dining area. The alarm sounded loud and clear throughout the crowded establishment as waiters and waitresses pressed into panic/discovery mode. With no clear danger found and the fire department on their way to disable the extremely annoying noise the bimmer crowd, relieved from any danger, continued with their celebration. The new president Tom Sparks, was officially congratulated with the passing of the presidents' painting. The new president gave the group a preview of future projects and future club direction as well as reading aloud a letter of citation for the long time service of Steve Cassell, who kept the groups' financial matters in order and continues to be a huge asset to the group at the track.

### BMW Car Club of America Inland Empire Chapter



Italian food reigned divine on this winter's evening as photos and ideas crisscrossed the long table. The winter banquet is always a celebration of the past year's events and volunteers that make them possible. Including last autumn's great track school. Excitement towards future events and potential pathways to Monterey were tossed into the mix.

The perpetrator of the false alarm was never discovered, but thankfully the racket was curtailed and well compensated for by our able minded waitress, we all had a warm and pleasant winter meal with friends... friends all looking forward to an active 2013 driving season! -Chris

## OKTOBERFEST:

For those of you who have never attended a BMW Oktoberfest, you'll have an opportunity to know what you've been missing. For the first time in MANY years the BMW CCA Oktoberfest will be held on the west coast and in BEAUTIFUL Monterey, California near the famed Mazda Laguna Seca raceway. Think about this ... the most famous BMW event, held at the most famous west coast racing circuit, on the heels of the most famous "auto week" in the entire country (Legends of the Autobahn, the Monterey Historic Races, the Concorso Italiano, Gooding, RM, and Mecum auctions...). It'll be nirvana! There's more. We're not just going to "go" there. We're going to DRIVE there -- in style! The Inland Empire BMW CCA will participate in a three-day perusal of curvaceous Washington, Oregon, and California roadways en route to wonderful Monterey. Beginning Monday, the fevered pitch rises even higher as Oktoberfest events begin. Tour, Rally, Autocross, Drive, Race, Relax and Enjoy. Monterey has so much to offer! See the BMW CCA website ([www.bmwcca.org](http://www.bmwcca.org)) for registration details. Join us!



## REGIONAL CONFERENCE:

On February 1-2 Board and Chairpersons from the Inland Empire BMW CCA gathered with other Pacific Region Club members in San Francisco for a two-day-work-weekend to discuss the status of the BMW CCA and its current membership. Training was provided which focused on planning activities for Club membership which appeal to BMW SAV owners as well as the drivers of more traditional BMW vehicles. Changing Club demographics were examined and recommendations were made to attendees to make Club websites more immediately informative and helpful to prospective members. Planning for Pacific-Region attendance at August's Monterey Oktoberfest began, to include possible scenic routes to the event from northern states. The infamous editor of Roundel Magazine, Satch Carlson, was in attendance and spoke enthusiastically about the Monterey Oktoberfest and the rarity of this opportunity for our Club members.

## General Membership Meeting:

On Tuesday, February 5th, 18 people joined us for our second Membership Meeting of 2013. Our gathering took place at Camp BMW in Spokane. Our newly-minted relationship with Camp BMW was on display as Camp personnel provided a tour of their facilities and joined with us in a fine pot luck dinner. The night's agenda included a review of information received from BMW CCA at the recent Pacific Regional Conference, preliminary plans for the route our Club will take to Oktoberfest 2013 in Monterey, California, stories from our membership about "The BMW That Got Away," and "Stump the Chump," a contest judged by Mark Trefts, our independent BMW Tech, where our members for \$1 per guess, tried in vain to guess the name and purpose of an obscure BMW part. All proceeds were deposited into our Club account. Our next Membership Meeting will be held at Camp BMW on Thursday, March 7th.



# IEBMW CCA Upcoming Events

What's new for 2013, you ask? The calendar is already thick with activities, check our web-site for updates and for the list of events for the year. **Bold text indicates IEBMW Club Event**

**March 7: General Membership Meeting**

**March 30: Spring Fever Drive:** Our first Club drive (weather permitting) Our Officer-at-Large will surprise us with the details soon!

**April 3:** AAF Track Day, Spokane County Raceway ([www.advancedautofab.com](http://www.advancedautofab.com))

**April 4: General Membership Meeting**

**April 6-7:** AutoSports NW Autocross

April 20: AAF Dyno Day ([www.advancedautofab.com](http://www.advancedautofab.com))

**April 25:** European Car Cruise

**April 27: Pennies from Heaven Charity Drive.** Come drive and benefit a worthy charity.

**May 1:** AAF Track Day, Spokane County Raceway

**May 2: General Membership Meeting**

**May 4-5:** AutoSports NW Autocross

**May 15: Burgers and Bimmers Drive:** Ever heard of Bimmers and Burgers!? Sound interesting? Come help us grease the skids!

**May 18:** AAF Dyno Day

**May 18-19:** Lewistown, MT Track Day (hosted by Big Sky PCA)

**May 25: Tech Session at Mark's Automotive**

**May 30:** European Car Cruise

**June 1-2: SOVERN Vintage Races/IE BMW CCA Car Corral:** We'll be at Spokane County Raceway for the SOVERN Vintage Races. Bring your BMW and park it our car corral. Visit our BMW Tent and check out the new BMWs on display!

Oh, you can watch the races, too!

June 5: AAF Track Day, Spokane County Raceway

**June 6: General Membership Meeting**

**June 8:** AAF Dyno Day

**June 15:** Car d'Alene Car Show, Coeur d'Alene, ID

**June 21:** Car Control Clinic, Pacific Raceways, Puget Sound Chapter BMW CCA

**June 22-23:** AutoSports NW Autocross

**June 22-24: Griot's Garage/LeMay Museum/Chihuly Museum Drive:** We'll be driving to the Seattle-Tacoma area for a tour of Griot's Garage, The LeMay Museum, and Chihuly Glass Museum. If Richard Griot is there, we may even get a private tour of one of the coolest car collections anywhere, like an F1 sled piloted by Nikki Lauda or Michael Schumacher!

June 27: European Car Cruise

**July 2: General Membership Meeting**

**July 3:** AAF Track Day, Spokane County Raceway

**July 12-14:** Northwest Motorsports Gran Prix, Spokane County Raceway

**July 20-21:** AutoSports NW Autocross

**July 21-22:** Chump Car Races, Spokane County Raceway

July 25: European Car Cruise

July 27: AAF Dyno Day

**July 27-28: Thompson Falls Drive with Porsche Club**

**August 1: General Membership Meeting**

**August 7:** AAF Track Day, Spokane County Raceway

**August 15-25: BMW CCA OKTOBERFEST, Monterey, CA:** We'll be heading south to Monterey for Oktoberfest 2013.

We'll meet the Rattlesnake Chapter in the Tri-Cities, pick up the Puget Sound and Oregon Chapters in Grant's Pass, Oregon, dip around Crater Lake National Park, then make a break for Highway 101 and the coast. Want to get to Monterey earlier for the Legends of the Autobahn and the Monterey Festorics at Laguna Seca? Jump in with our early group and meet us there!

**August 16:** Legends of the Autobahn, Monterey, CA

**August 17-18:** Monterey Vintage Races (Festorics)

August 17: All European Car Show, Billings, MT (hosted by Absaroka PCA)

**August 18:** Cruizin' on Main Car Show, Bozeman, MT

August 18: AAF/Good Guys Car Show/Dyno Day

**August 29:** European Car Cruise

See our web-site, [www.iebmw.org](http://www.iebmw.org) for the events scheduled for the remainder of the year.

